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## B'lore-Mysore rail...

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the study stresses the need for reducing the distance by about 10 per cent to make it possible to shuttle the distance in one hour.

**FASTER:** The study points out that in the existing conditions, the effective speed of covering the distance between city centres is about 60 km per hour on roads. Similarly effective speed of airways for short distances is about 75 to 80 kms per hour; and after taking into consideration the time for waiting for luggage-arrival and travelling from airport to business points, the speed stands at 150 km per two hours. But with the high-speed trains, it is possible to have an effective speed of 100 kms per hour, it says. Besides, Indian Railways have developed technology for speed up to 160 kms per hour and have a vision for achieving 200 kms per hour, the study says.

**FUEL ECONOMY:** The study claims that train journey is econ-

omical as fuel consumption per passenger per km for car is two-third times higher than that of high-speed train and air-travel would be three-times costlier than the train journey.

NIAS Director Roddam Narasimha notes that among the available transport systems, trains are fuel-economic. The trains have come to stay as the amount of fuel spent per person per passenger per kilometer is lowest in trains compared with other modes of transport.

**TRAFFIC INCREASE:** Stressing the need for having such a project, the study notes that the traffic between Bangalore-Mysore corridor would increase by two-and-a-half times by AD 2011.

Besides, it would not be possible for the roads alone to handle the traffic as the number of buses operating in the corridor would increase from the present 2,000 to 5,000 by AD 2011 when about 60,000 people would be commuting the distance per day.